

Newark Mayors (Gibson)

OCT 23 1973



**Kenneth A. Gibson**

**MAYOR**

**NEWARK, NEW JERSEY**

**07102**



STATEMENT OF THE HONORABLE KENNETH A. GIBSON

MAYOR OF THE CITY OF NEWARK, NEW JERSEY

ON THE PROPOSED REGULATIONS FOR THE STATE OF NEW JERSEY

DEVELOPED BY THE UNITED STATES ENVIRONMENTAL PROTECTION

AGENCY

NEWARK COLLEGE OF ENGINEERING

ROOM 313 - ALUMNI CENTER

WEDNESDAY, JULY 18, 1973

10:00 A.M.

Free Public Library, Newark, N. J.  
N. J. REFERENCE DIVISION \* LD

I WOULD LIKE TO THANK YOU FOR THIS OPPORTUNITY TO TESTIFY BEFORE YOU  
TODAY ON BEHALF OF THE CITY OF NEWARK. I HOPE THAT WHAT I HAVE TO SAY  
WILL HELP CLEAR THE AIR.

NEWARK IS A CITY WITH SERIOUS AIR QUALITY PROBLEMS. THE AIR WHICH WE  
~~WERE~~ *JUST BEFORE WE CAME INTO THIS BUILDING*  
~~ARE BREATHING AT THIS MOMENT,~~ CONTAINS GREATER AMOUNTS OF CARBON  
MONOXIDE AND MORE HYDROCARBONS THAN IS CONSIDERED SAFE FOR GOOD HEALTH.

YOU ARE VISITORS TO NEWARK, YET FOR THOSE OF US WHO LIVE HERE, THE  
INCIDENCE OF RESPIRATORY DISEASE IS FULLY THREE TIMES THAT OF THE  
UNITED STATES AS A WHOLE.

WE IN NEWARK ARE WELL AWARE OF THIS PROBLEM. THIS ADMINISTRATION HAS  
DEVOTED A GREAT DEAL OF TIME AND ENERGY TO IMPROVE OUR POLLUTION CONTROL  
EFFORTS. THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY AND THE NEW  
JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION HAVE BEEN OF INVALUABLE  
ASSISTANCE, AND I COMMEND THEM FOR IT. SENATOR CASE, SENATOR WILLIAMS,

AND CONGRESSMAN RODINO, NEWARK'S REPRESENTATIVES IN WASHINGTON, HAVE BEEN OUTSPOKEN ADVOCATES OF ENVIRONMENTAL IMPROVEMENT, AND THEY HAVE WORKED INCREASINGLY ON OUR BEHALF. I WOULD LIKE TO OFFER THEM OUR SPECIAL THANKS.

AS A RESULT, WE HAVE MADE GREAT PROGRESS. IN FACT, THE <sup>NEWARK</sup>CITY COUNCIL IS PRESENTLY CONSIDERING A COMPLETE REVISION OF NEWARK'S AIR POLLUTION CONTROL ORDINANCES. THIS SPRING WE SUBMITTED A GRANT APPLICATION TO EPA TO ESTABLISH AN AIR POLLUTION AGENCY IN NEWARK. BOTH STATE AND FEDERAL AGENCIES HAVE BEEN OF MUCH ASSISTANCE, MEETING AND WORKING WITH THE CITY ON NUMEROUS OCCASIONS. THEY UNDOUBTEDLY REALIZED, AS WE DID, THAT IMPROVED AIR QUALITY IN NEW JERSEY WOULD NOT COME ABOUT UNTIL THE LARGEST CITY IN NEW JERSEY HAD THE MANPOWER AND EQUIPMENT IT NEEDED TO GET THE JOB DONE RIGHT HERE. AND SO, TODAY, AS WE DISCUSS IMPROVING AIR QUALITY, I URGE THE FEDERAL GOVERNMENT TO MAKE THE NECESSARY FUNDS AVAILABLE SO THAT AN ACTIVE AIR POLLUTION CONTROL AGENCY CAN BECOME  
A REALITY IN NEWARK.

AS MAYOR OF THE CITY OF NEWARK, I HAVE EVERY REASON TO BE AN ENVIRONMENTALIST. I WISH TO GO ON RECORD AS ENDORSING THE GOALS OF THE PROPOSALS WE ARE DISCUSSING TODAY. MORE THAN MOST AMERICANS, THE PEOPLE OF CITIES SUCH AS NEWARK WILL DERIVE THE GREATEST BENEFIT WITH THE ATTAINMENT OF ~~THE~~ GOALS OF THE CLEAN AIR ACT. THE IMPLEMENTATION OF A PLAN TO IMPROVE AIR QUALITY WILL HELP CREATE A BETTER ENVIRONMENT IN OUR NATION'S CITIES.

BUT I ASK YOU TO REMEMBER THAT AIR POLLUTION IS NOT NEWARK'S ONLY PROBLEM. NOR IS IT OUR MOST SERIOUS. THERE ARE 400,000 PEOPLE LIVING IN NEWARK. 14% OF THE WORK FORCE <sup>IS</sup> ~~THE~~ UNEMPLOYED. ONE THIRD OF ALL RESIDENTS RECEIVE SOME FORM OF <sup>PUBLIC</sup> ~~WELFARE~~ ASSISTANCE. OVER THE PAST TWO DECADES WE HAVE SEEN MANY INDUSTRIES LEAVE NEWARK FOR THE SUBURBS AND THE SOUTH. WHILE RATABLES THROUGHOUT THE STATE AND NATION HAVE INCREASED, NEWARK HAS LOST RATABLES. AS A RESULT, ITS TAX RATE HAS RISEN <sup>TO BECOME</sup> ~~AMONG~~ THE HIGHEST IN THE COUNTRY. EVEN SO, TAX REVENUES ARE NOT SUFFICIENT TO PROVIDE THE LEVEL OF PUBLIC SERVICE WE SHOULD BE DELIVERING.

CLEAN AIR IS AN ADVANTAGE FOR ALL AMERICANS. ITS COSTS SHOULD BE SPREAD FAIRLY AND EQUITABLY, ACCORDING TO THE ABILITY TO PAY. WE MUST EXPLICITLY

4  
RECOGNIZE AND DEAL WITH THE ECONOMIC IMPACT OF AIR QUALITY MEASURES. IF WE SKIRT THIS RESPONSIBILITY, OUR EFFORTS WILL BE SEEN AS UNREALISTIC AND NOT AS VITALLY IMPORTANT AS THEY ARE.

IN SHORT, OUR EFFORTS TO IMPROVE THE QUALITY OF OUR AIR, MUST BE BALANCED BY EQUAL COMMITMENTS TO INSURE THAT OPPORTUNITIES FOR ECONOMIC IMPROVEMENT FOR ALL OUR CITIZENS, WILL NOT BE REDUCED.

YOU ARE PROPOSING STRICT LIMITATIONS ON ATMOSPHERIC EMISSIONS BY INDUSTRY. THIS IS A GOOD IDEA, I AM PLEASED THAT THE CLEAN AIR ACT PROVIDES STIFF PENALTIES TO INSURE COMPLIANCE. BUT I THINK WE SHOULD CAREFULLY EVALUATE WHETHER SUCH CONTROLS MIGHT FORCE SMALL BUSINESSES UNABLE TO MEET THEM TO CLOSE. THIS WOULD <sup>MEAN</sup> FEWER JOBS.

YOU PROPOSE THE INSTALLATION OF RETROFITS ON OLD CARS. THIS PIECE OF EQUIPMENT WILL COST ABOUT \$200. 50% OF THE NEWARK WORK FORCE WORKS OUTSIDE NEWARK. MOST MUST RELY OF AUTOMOBILES TO REACH THEIR JOBS. BEFORE WE CAN CONSIDER IMPLEMENTING THIS REGULATION A COMPREHENSIVE INCIDENCE-OF-COST ANALYSIS SHOULD BE UNDERTAKEN TO DETERMINE WHAT SECTORS OF THE POPULATION WOULD BE MOST DIRECTLY AFFECTED. INDEED, ALL PROPOSALS SHOULD BE STUDIED IN THIS WAY, PRIOR TO IMPLEMENTATION.

YOU HAVE PROPOSED DRASTIC REDUCTIONS IN AUTOMOBILE TRAVEL IN NORTHERN NEW JERSEY. THE ENVIRONMENTAL PROTECTION AGENCY HAS ITSELF CONCLUDED THAT ITS PROPOSALS WILL SIGNIFICANTLY INCREASE THE DIFFICULTY OF AUTOMOBILE COMMUTING IN NEW YORK AND PHILADELPHIA. I WOULD LIKE TO INCLUDE NEWARK ON THAT LIST AS WELL.

THE CAR IS A MAJOR CAUSE OF AIR POLLUTION, BUT IT IS ALSO ONE OF THE ECONOMIC MAINSTAYS OF NEWARK'S ECONOMY. *It doesn't necessarily have to be,* IT SHOULDN'T BE, BUT IT IS.

THE CITY OF NEWARK ENJOYS ONE OF THE MOST COMPREHENSIVE TRANSPORTATION SYSTEMS OF ANY CITY. BUT IT IS NOT GOOD ENOUGH TO MEET THE NEEDS OF THOSE WHO MUST ENTER THE CITY OR LEAVE IT TO REACH THEIR JOBS. DURING A NORMAL WORKDAY, THE NUMBER OF AUTOMOBILES WITHIN THE CITY TRIPLES. THIS IS A COMMUTER-ORIENTED CITY. UNTIL ADEQUATE TRANSPORTATION ALTERNATIVES ARE DEVELOPED AND FUNDED, WE ARE NOT IN A POSITION TO BAN THE AUTOMOBILE FROM OUR CITIES.

NEWARK IS A CENTER OF BANKING AND INSURANCE. A LARGE NUMBER OF ITS OTHER BUSINESSES ARE COMMERCIAL. THESE FIRMS EMPLOY MANY WHO LIVE OUTSIDE THE CITY. UNLESS WE COMMIT OURSELVES TO ADEQUATE MASS TRANSIT AS A PART OF THESE PROPOSALS MANY OF THESE EMPLOYEES WILL FIND IT HARD, IF NOT IMPOSSIBLE TO GET TO WORK. MORE FIRMS MIGHT BE ENCOURAGED TO MOVE OUT OF NEWARK. NEW ONES MIGHT FIND IT INADVISABLE TO LOCATE HERE. CONSEQUENTLY, THERE WOULD BE LESS JOBS AND FEWER OPPORTUNITIES FOR NEWARK RESIDENTS. ENVIRONMENTAL PLANNING MUST BE COORDINATED WITH ECONOMIC PLANNING. IF AUTOMOBILE TRAVEL MUST BE REDUCED, THEN ADEQUATE ALTERNATIVES MUST BE DEVELOPED. IF PEOPLE IN NEWARK CAN NO LONGER REACH THEIR JOBS IN THE SUBURBS, HOUSING <sup>THAT</sup> THEY CAN AFFORD, MUST BE BUILT IN THE SUBURBS, AND NEWARK SHOULD BE GIVEN THE ASSISTANCE IT NEEDS TO MAKE <sup>THE CITY</sup> ~~IT~~ MORE ATTRACTIVE TO <sup>ALL FAMILIES.</sup> ~~EVERY CLASS OF CITIZEN.~~

IF PRIVATE TRAVEL IS TO BE DISCOURAGED, THEN PROGRAMS TO REDUCE PRIVATE TRAVEL SHOULD BE COORDINATED WITH PROGRAMS TO IMPROVE AND EXTEND PUBLIC MEANS OF TRANSPORTATION.

YOU PROPOSE THE CREATION OF SPECIAL LANES FOR BUS AND CAR POOL TRAVEL. THIS IS ONE REMEDY; ONE PART OF A NECESSARY, MORE COMPREHENSIVE SOLUTION. MANY OF THE 195,000 PEOPLE WHO COME TO DOWNTOWN NEWARK DAILY WOULD BE UNABLE TO USE PRESENT PUBLIC TRANSPORTATION AS A REASONABLE ALTERNATIVE

TO AUTOMOBILE TRAVEL, EVEN IF PRESSED.

NO DIRECT CONNECTION EXISTS BETWEEN NEWARK AND MANY PARTS OF BERGEN, HUDSON, UNION, AND EVEN ESSEX COUNTY. WITHOUT ADEQUATE STATE AND FEDERAL ASSISTANCE, A NUMBER OF RAILROADS ARE SEEKING TO DISCONTINUE COMMUTER SERVICE COMPLETELY, AND THE BUS SYSTEM HAS DECLINED DRASTICALLY. IN FACT, THE LAST FIVE YEARS HAVE SEEN THE LOSS OF ONE THIRD OF ALL RIDERS ON NEWARK BUS ROUTES, WHILE FARES HAVE DOUBLED.

SIGNIFICANT MASS TRANSIT PROPOSALS SHOULD BE ADDED TO YOUR REGULATIONS.

WE ARE WORKING ON SEVERAL PROPOSALS NOW, INCLUDING:

- Port Authority Transit Hudson*  
-THE (PATH) CONNECTION TO NEWARK AIRPORT AND PLAINFIELD
- Newark*  
-THE CITY SUBWAY EXTENSION TO IRVINGTON CENTER
- Possible*  
-SHUTTLE BUS SERVICE IN THE BUSINESS DISTRICT
- A Possible*  
-REDUCED FARE ON THE CITY SUBWAY WITHIN THE BUSINESS DISTRICT ?
- THE EXTENSION OF SIX BUS ROUTES TO SUBURBAN INDUSTRIAL AREAS TO COINCIDE WITH PLANT LOCATION AND SHIFT TIME
- EXPRESS BUS SERVICE ON ROUTE 280
- INCREASED BUS SERVICE TO NEWARK'S UNIVERSITY COMPLEX AREA

BUT IF ALL THESE PROJECTS ARE TO BECOME REALITIES, THERE MUST BE A NATIONAL COMMITMENT TO MASS TRANSPORTATION AS PART AND PARCEL OF THE ANTI-POLLUTION EFFORT.



THESE ARE THE KIND OF EFFORTS THAT WE MUST COORDINATE WITH ENVIRONMENTAL PLANNING IF OUR NATION IS GOING TO BE A GOOD PLACE TO LIVE FOR ALL ITS PEOPLE. WE MUST BALANCE OUR CONCERNS FOR THE QUALITY OF THE ENVIRONMENT WITH OUR CONCERNS FOR THE QUALITY OF LIFE IN AMERICA AS A WHOLE.

POLLUTION CLEARLY THREATENS OUR LIVES. BUT WE MUST NOT DEDICATE OURSELVES SO COMPLETELY TO THE FIGHT AGAINST IT, THAT WE IGNORE <sup>THE OTHER THINGS</sup> ~~EVERYTHING~~ WE MUST DO TO IMPROVE THE QUALITY OF LIFE.

I AM FULLY AWARE OF THE RESPONSIBILITIES CHARGED TO THE ENVIRONMENTAL PROTECTION AGENCY BY THE CONGRESS. I AM AWARE OF THE TIME CONSTRAINTS PLACED UPON YOU BY THE CLEAN AIR ACT.

BUT, IN CLOSING, LET US REMEMBER THAT THE REASON WE FACE THE PROBLEM OF AIR POLLUTION TODAY IS BECAUSE WE DID NOT REALIZE THE CONSEQUENCES OF UNRESTRAINED GROWTH AND DEVELOPMENT IN THE PAST.

SO LET US REALIZE THE CONSEQUENCES AND COSTS OF THE PROGRAMS WE NOW PROPOSE. MANY NEWARK RESIDENTS ARE POOR. THEY CAN ILL AFFORD -- OR AVOID -- THE COSTS OF DIRTY AIR. NOR CAN THEY ASSUME THE PRICE OF CLEANING IT. THEY NEED CLEAN AIR, BUT THEY ALSO NEED GOOD JOBS, GOOD SCHOOLS, AND GOOD HOMES TO LIVE IN. THESE ARE GOALS ONLY ECONOMIC VITALITY CAN PROVIDE.

7/18/73

Charles,

Attached is the original statement given this morning by Mary Wilson at NCE on Federal proposals to control air pollution. The Mary used this copy when speaking and made changes in his own handwriting just before speaking.

I thought you might like it for your Newark collection.

Norm Abram